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AGO D/A ltr, 29 Apr 1980

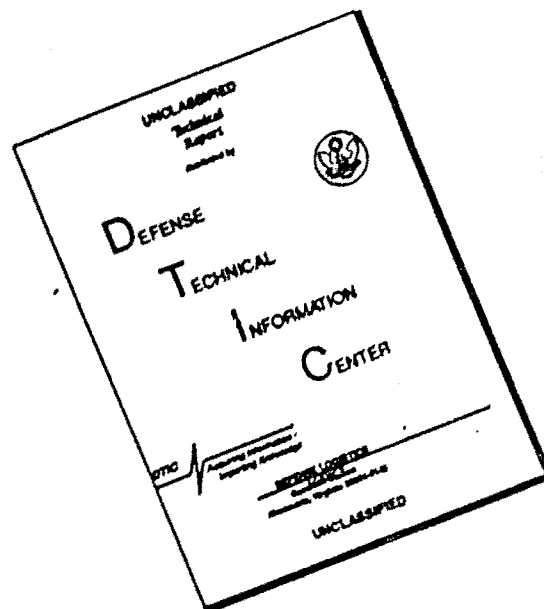
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DEPARTMENT OF THE ARMY  
OFFICE OF THE ADJUTANT GENERAL  
WASHINGTON, D.C. 20310

IN REPLY REFER TO  
AGAM-P (M) (11 Apr 67) FOR OT

17 April 1967

SUBJECT: Operational Report - Lessons Learned, Headquarters,  
507th Transportation Group (Movement Control)

TO: SEE DISTRIBUTION

1. Forwarded as inclosure is Operational Report - Lessons Learned, Headquarters, 507th Transportation Group (Movement Control) for quarterly period ending 31 January 1967. Information contained in this report should be reviewed and evaluated by CDC in accordance with paragraph 6c and d of AR 1-19. Evaluations and corrective actions should be reported to ACSFOR OT within 90 days of receipt of covering letter.

2. Information contained in this report is provided to the Commandants of the Service Schools to insure appropriate benefits in the future from lessons learned during current operations, and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

*Kenneth G. Wickham*

KENNETH G. WICKHAM  
Major General, USA  
The Adjutant General

1 Incl  
as

DISTRIBUTION:

Commanding General

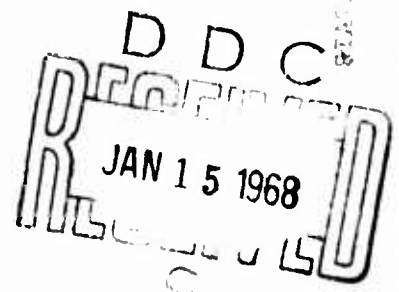
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(Continued on page 2)

FOR OT RD  
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*Handwritten notes:*  
This document is being  
transmitted to foreign  
made early with prior approval of  
Adj. Gen. Wickham  
1-15-68

**Headquarters  
507th Transportation Group (Movement Control)  
APO San Francisco 96309**

**AVGI-SP**

**16 February 1967**

**SUBJECT: Operational Report for Quarterly Period Ending 31 January 1967,  
Report Control Symbol CSFOR-65.**

**SECTION 1**

**SIGNIFICANT ORGANIZATIONAL ACTIVITIES**

The 507th Transportation Group (Movement Control) was designated Traffic Management Agency - MACV by MACV General Order Number 302, 9 March 1966. During the months of November, December and January the Group continued to perform its primary missions of coordinating MACV's transportation movements and managing MACV's common user transportation resources. During this period primary emphasis was placed in the following areas.

**1. Internal reorganization of TMA-MACV HQs.**

For some time after its activation in RVN, TMA-MACV had functioned primarily in day to day movement control activities. The primary functions of management (plans, programs, policies, statistics and analysis) were fragmented among the various Directorates. This fragmentation imposed an additional workload which was primarily that of the Systems and Plans Directorates. Since the function of planning whether it be contingency, war, emergency or general for either current or future operations is an integral part of management, the Plans Directorate and Systems Directorate were consolidated into a single Management Directorate with primary responsibility for the planning of future operations, the instituting of policies, procedures, and directives, the development of new systems and improvements of current systems, the maintenance of Statistics and performance analysis. The Directorate of Movements was redesignated Directorate of Operations with responsibility for the day to day traffic management functions. Director of Services was instituted in lieu of the Director of Personnel and Administration with the Executive Officer acting as the director in addition to his other duties.

**2. Expansion of operations.**

The continued military build-up and increased military operational activity has necessitated the establishment of additional Traffic Management Agency functions in the field. Field transportation offices were established in Phan Rang, Dalat, and Tuy Hoa to insure the necessary coordination between shipper and user. Highway regulating points were established at II FFORV, An Khe, and Nha Trang for the purpose of controlling traffic and reducing congestion at critical points along primary transportation routes. Railway detachments were assigned to 1st, 2d and 3d Traffic Regions for the controlling and monitoring of all US and FVMP cargo to be shipped on the Vietnamese railroad. Tri-Service ATCOs were established by TMA-MACV at Bien Hoa, Danang and Cam Ranh Bay in conjunction with the opening of MAC passenger channels from CONUS. The CONUS MAC flights

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now have the capability of direct delivery to any one of these aerial ports. This action will not only give a more responsive and efficient service but will also ease the intra-RVN air movements requirements.

### 3. Normal Operations.

Throughout the ninety-two (92) days of the reporting period TMA carried on normal operations.

## SECTION 2

### COMMANDERS OBSERVATIONS AND RECOMMENDATIONS

#### Part I - Observations (Lessons Learned)

1. Personnel: None
2. Operations:

#### Monsoon Weather Prestockage

ITEM: Monsoon weather inhibited both harbor and air operations throughout I & II Corps generally.

DISCUSSION: Beginning late November thru December and January monsoon weather caused heavy seas, swells, fog, and high winds which restricted harbor and airfield operations.

OBSERVATION: In areas dependent upon sea and aerial resupply, prestockage during fair weather periods prior to monsoon season is important in order to insure that operations may continue unaffected by supply shortages.

#### MILSTRIP Designators

ITEM: Misuse of MILSTRIP designators.

DISCUSSION: It was noted that low priority items were being airlifted into RVN from inter PACOM depots causing saturation of the aerial ports and slowing the movement of more critical items. It was determined that this action was a result of items being requisitioned with MILSTRIP priority designators of 1 thru 8 and that these priorities when connected to MILSTRIP transportation designators resulted in air delivery to meet the RDD.

OBSERVATION: Component commanders were advised to make known to all requisitioners the impact that the assignment of high MILSTRIP priorities had on the transportation system and thus to eliminate the requirement to move non-air eligible cargo by air to meet a realistic RDD.

### Management of Inbound Surface Shipments

ITEM: Management of inbound surface shipments requires frequent, timely coordination with CONUS agencies.

DISCUSSION: Since January 66, a twice weekly teleconference has been held with PAMPA and WAMTMTS. MACV conferees are J4, TMA, USARV, 7AF, 1st Log, and VNRRB. This has permitted a rapid exchange of information among all parties concerned with the multiple origins and destinations and diverse commodities moving in the CONUS-RVN LOC. Flexibility in the regulation of the flow of cargo across the Pacific has been enhanced by the ready access to current information afforded to all participants by the telecon.

OBSERVATION: The telecon has been of material and mutual benefit in coordination of the flow of cargo along the CONUS-RVN LOC.

### Verification of Cargo Offerings

ITEM: Cargo offerings must be closely monitored and thoroughly verified for equitable management and programming of transportation resources in satisfaction of requirements.

DISCUSSION: Cement<sup>N/</sup> requirements for the month of January were considerable less than the amount of cement offered for shipment. Traffic regions were directed to have shippers verify their offerings.

OBSERVATION: As a result of the verification of cement cargo offerings, 9,000 S/T of cement offerings were canceled thus releasing transportation that would have been allocated for this shipment.

## Airlift Operations

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ITEM: Misuse of airlift capability.

DISCUSSION: It was noted during recent operations that a large amount of airlift capability was being expended moving units and basic loads of supplies out of operational areas. Replacement units of the same type were moving into the operation area with the same basic load of supplies as those being extracted. Depending on the size of the units being rotated the requirement has been as much as 300 S/T of basic load of class I, III, and IV.

OBSERVATION: By the departing unit leaving this basic load of supplies with the FSA at the departures airfield and exchanging with the replacement unit, airlift required to support these operations were reduced materially.

ITEM: Inaccurate weight of air cargo.

DISCUSSION: Inaccuracies are often discovered in the weights shown on TCMDs for shipment of air cargo. Failure to discover this obvious discrepancy could result in dangerous overloading of aircraft.

OBSERVATION: Shippers must continually be advised that accurate weights on all TCMDs are necessary before shipment can be made. Though aerial ports personnel do check weights when ever possible, inaccuracies that are not corrected will result in delays and may well create a dangerous overloading condition.

ITEM: requests for airlift special missions.

DISCUSSION: Some units within the corps tactical zones are submitting priority special mission airlift requests directly to Group Hqs. Units should submit request directly to nearest Regional DTO as per theater directives and guidance.

OBSERVATION: When requests are submitted directly to the Regional DTOs rather than to Group Hqs, they are coordinated directly with the ALC in a expeditious and responsive manner.

## Movement of Cargo

ITEM: Movement of outsized cargo.

DISCUSSION: Frequent requirements exist to move, via air, items of equipment and aircraft parts which will not fit on the standard Air Force 463L pallet. Because of size it becomes necessary to place these



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items on two or three pallets linked together. Since the emphasis is on achieving maximum aircraft load the outsized items are often assigned to opportune air missions and generally fail to arrive at destination within the specified delivery period.

OBSERVATION: Outsized cargo which fails to move after being in the aerial port for seven days is moved out on special air missions set up in response to requests by this headquarters.

## Sealift Operations

ITEM: Trans shipping USAID rice from Saigon to up-country ports.

DISCUSSION: All USAID rice was discharged in Saigon and turned over to the minister of Economy. The rice was moved into warehouses in Saigon and then sub-allocated to various provinces and GVN agencies which in some cases were located up-country. The rice was then backloaded on vessels for movement to up-country ports resulting in double handling.

OBSERVATIONS: Close coordination between USAID and the minister of Economy resulted in determination of ultimate consignee. Incoming rice vessels are now routed to the appropriate port of discharge precluding double handling.

ITEM: Duplication at TMA HQs of the individual cargo booking accomplished by the Traffic Regions.

DISCUSSION: All cargo offerings received by the Traffic Regions were forwarded to TMA HQ where cargo nominations were made. This procedure was evaluated and it was determined that with regional authority to nominate cargo, faster and more responsive service could be provided to the shippers.

OBSERVATION: By giving the authority to the Regions for the nomination of cargo, control was decentralized resulting in a more responsive system. In addition three enlisted spaces were eliminated from the Sealift Division.

ITEM: Scheduled LST Service.

DISCUSSION: In June of 1966 a scheduled LST run was established linking Saigon, Cam Ranh Bay, Qui Nhon, and Danang. The purpose of this service was to move high priority air denied cargo to up-country ports each week. After several months of this scheduled service it was determined that by routing of from 4 to 6 LSTs each 10 to 14 day period, to each of the major up-country ports, better service could be provided and at the same time realize increased utilization of LST assets.

ITEM: Coordinating Cargo Movement through Saigon Port.

DISCUSSION: The absence of an area for staging cargo at Saigon Port dictated a situation wherein cargo destined for backloading was called forward for delivery often on short notice to pierside on a tight time schedule. Additionally a percentage of the cargo being loaded on each vessel is moving on a priority basis.

OBSERVATION: A TMA liaison team was established at Saigon Port to give advance notice to the shippers of impending call forward of their cargo and also to monitor the movement of priority cargo.

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## Land Movements Operations

ITEM: Expansion of Railroad Operations.

DISCUSSION: The vast buildup of US Military strength caused a twofold impact on rail operations: (1) increased security of rail lines from sabotage (2) increased need for cargo movements by rail. Manpower resources were inadequate to provide the necessary controls over the unloading, detention and movement of rail cars.

OBSERVATION: Railway detachments were requisitioned and assigned to the Regions permitting the stationing of railway operation personnel to control and monitor the movement of US and FWMF cargo over the operational rail lines throughout Vietnam.


ITEM: Convoy Movements are on the increase.

DISCUSSION: As US Military units and operations increase in the Tactical Corp Zones the volume of US vehicle traffic will correspondingly increase. The highways in Vietnam are at best 2nd class roads and incapable of handling a heavy traffic volume. Large scale tactical operations produce traffic congestion and possible conflicts between units both combat and combat service support.

OBSERVATION: The establishment of highway traffic control or regulating centers at the Hqs Field Force Vietnam with authority to control all military convoy movements, and to establish priority of movement, will insure the uninterrupted movement of military traffic.

3. Training and Organization: None
4. Intelligence: None
5. Logistics: None
6. Other: None

Part II - Recommendations - None

  
J. W. AKER  
Colonel, TC  
Commanding

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AVHGC-DH (16 Feb 67) 1st Ind  
SUBJECT: Operational Report-Lessons Learned for the Period Ending  
31 January 1967 (RCS CSFOR-65)

9 MAR 1967

HEADQUARTERS, UNITED STATES ARMY VIETNAM, APO San Francisco 96307

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-OT  
APO 96558

1. This headquarters has reviewed the Operational Report-Lessons Learned for the period ending 31 January 1967 from Headquarters, 507th Transportation Group (MOV CON).

2. Reference Paragraph 2, Part I, Section II, last Page, Item: Convoy movements are on the increase: Concur. Highway regulating centers are presently operational at Headquarters, I and II Field Force, Vietnam.

FOR THE COMMANDER:

  
1st Lt, AGC  
1st Adjutant General

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GPOP-OT (16 Feb 67)

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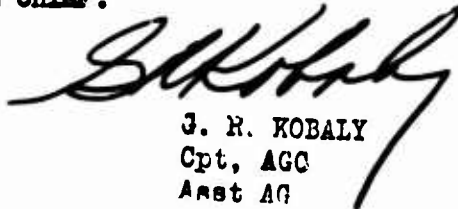
SUBJECT: Operational Report-Lessons Learned for the Period Ending  
31 January 1967 (RCS CSFOR-65) - Hq 507th Trans Gp (Mov Con)

HQ, US ARMY, PACIFIC, APO San Francisco 96558 81 MAR 1967

TO: Assistant Chief of Staff for Force Development, Department of the  
Army, Washington, D. C. 20310

This headquarters concurs in the basic report as indorsed.

FOR THE COMMANDER IN CHIEF:



J. R. KOBALY  
Cpt, AGC  
Asst AG

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nc